ship, and which words are peculiar to charters involving tankers. They are not to be found in the clauses printed in the Appendix to the motion. It does not appear that the intending *amici* have any interest in vessels other than dry cargo vessels. An examination of available records does not disclose that the intending *amici* either own or charter tankers. To what extent they charter dry cargo ships is unknown, but the interest of at least two of them appears to be as owners of such vessels rather than as charterers. From the current issue of Lloyd's Register of Shipping it appears that States Marine Corporation owns and operates 21 dry cargo ships and that Flota Mercante Grancolombiana, S. A. owns and operates at least 8 dry cargo ships.

Nothing is at stake in this case except petitioner's liability for the damage sustained by respondent's vessel. This turns upon the peculiar words of the charter, to which only petitioner and respondent were parties, and upon the peculiar facts of the two groundings. No question of general interest is involved.

For the foregoing reasons the motion of States Marine Corporation *et al.* for leave to file a brief as *amici curiae* should be denied.

Respectfully submitted,

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Counsel for Respondent.

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September 10, 1951.